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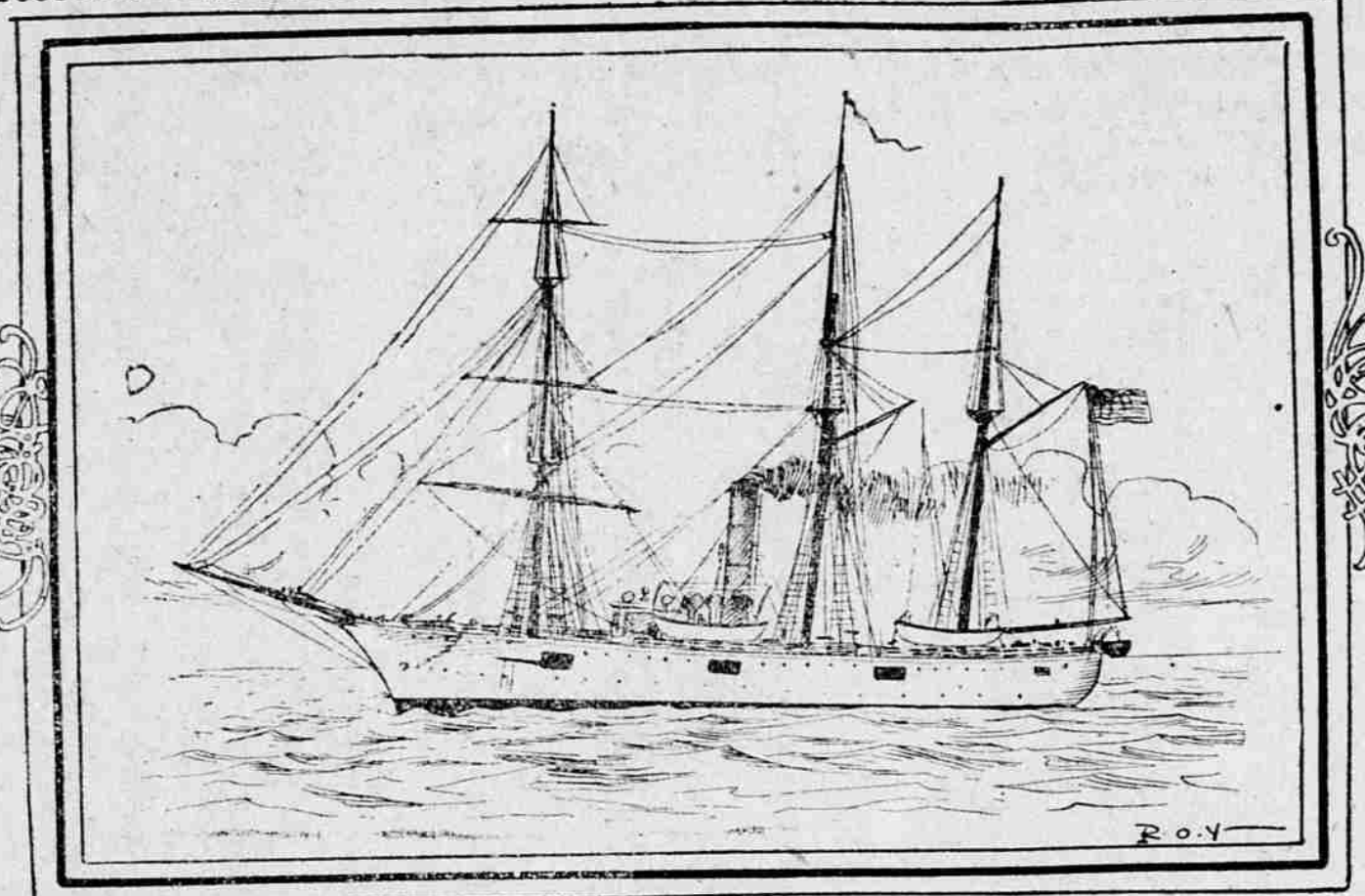
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NEWS OF THE WATERFRONT



U. S. Training Ship Alert now at Puget Sound. She was made ready for sailing from San Francisco to Yokohama via Honolulu, but her sails and masts were found unsatisfactory and her destination was changed.

STEVEDORES and longshoremen in general organized on Sunday at the headquarters of the Sailors' Union and new members are daily being enrolled. On Sunday seventy-five men signified their willingness to band together for mutual protection and the sum of \$80 was collected for a fund with which to complete their organization on the lines of that of San Francisco and other Coast ports. A number of those present were without pocket money and the sum was not as large as anticipated. Those who did not pay on Sunday did so yesterday and quite a tidy sum has thus been realized.

The Stevedores' Union is the direct outcome of the strike last week of the longshoremen in the employ of the stevedore firm of McCabe, Hamilton & Renny. The majority of these men are Portuguese and Hawaiians, although there are a number of Americans, British and negroes amongst them. McCabe, Hamilton & Renny had been paying them at the rate of thirty cents per hour, with nine hours to constitute a day's work. The firm reduced this wage to \$2 a day to accord with the prices paid by the quartermaster's department for work on the army transports. The men at once struck and their places were, and are, filled with Japanese, who have so far proven satisfactory. The strike did not affect the hatch, stay and donkey engine tenders. No reduction in their wages was made, nor is this even contemplated.

The prospects are that the striking longshoremen will be kept out in the cold unless they receive support from their co-workers. An effort is now being made by them to induce the hatch and stay tenders and the engine tenders to join with them in a general union, and then make their demands upon the firms employing stevedores. This movement, they believe, would tie up the loading and unloading of ships. The latter laborers have not as yet signified their intention of allying themselves with the strikers, but if the local seaman's union takes the matter in hand the strike is likely to lead to results that were not foreseen by either side. One thing is against the strikers at this time. The season is slack, the sugar has mostly been shipped away, and but few vessels are on the way to Honolulu that can be expected to arrive for some time to come. The strikers maintain that the Japanese are not capable of doing the same work just dropped by them and state positively that the stevedore firms will have to put in three Japanese to two of their own number. They also maintain that, hardy as is the Japanese, he is unable to work the holds as fast or as well as they do. They point to the fact that the Japanese relies on a pall of rice and a chunk of fish peculiarly dried for his sustenance, which, they claim, is not enough to give them the staying powers produced by the wholesome meals enjoyed by his competitors.

Hawaii's Irish Post Departs.

The schooner Rosamond was towed to sea yesterday afternoon at 3:30 o'clock. The schooner received the last of her cargo of sugar at the Pacific Mail dock from the Mol Wahine, completing a cargo of 29,746 bags, or about 1,669 tons. Captain Johnson says he was short 150 tons, but was glad to get as much as he did. The Rosamond had a fast-sized passenger list, among them being P. Maurice McMahon, Hawaii's Irish poet, who goes to San Francisco to publish his poems. McMahon, during the intervals when he was not writing verse, occupied the more plebeian calling of official stenographer to Hawaii's First Territorial Senate. He will go to the northern part of California for a few weeks' rest and will probably return to Hawaii on a sailing vessel.

Passage on Transports.

The Secretary of War has made an order that all applications for transportation of their families on army transports made by officers and enlisted men discharged from the army, and by civilian employes not in the insular service who have remained in the Philippine Islands with a view to entering into private pursuits there, must be forwarded to the War Department through the commanding general, division of the Philippines, with his recommendation. Applications from officers, soldiers and civilian employes who were discharged from the service in the United States for permission to travel on Government transports from San Francisco to the Philippines must be made to the quartermaster general at Washington. In all cases the applicant is required to set forth in detail his rec-

ord of service and the reasons for desiring to go to the Philippines, and to state whether or not he has a definite object in view or really hopes to find employment after arrival. Persons thus availing themselves of permission to travel on Government transports are required to pay the fixed charges in advance before the sailing of the ship, and those who accept transportation for themselves or their families must do so with the expressed understanding that no obligation rests with the Government to furnish return transportation.

A Day's Arrivals.

Yesterday forenoon was a momentous one in shipping circles on account of the arrival of several deep water vessels which included the American bark Foong Suey, Willet, from New York, 121 days out; ship S. D. Carleton, Amestbury, with coal from Tacoma; schooner Reporter, Dahlhoff, from Fairhaven, with lumber; brig Tanner, Newhall, from Port Blakeley, with lumber, and the tug Leslie Baldwin from Kahului.

The ship Carleton, which arrived yesterday morning, made one of the quickest trips on record between Tacoma and Honolulu. She arrived in fourteen days and carries a union crew. While a report was being circulated yesterday and the day before that the Carleton had run on the rocks at Maui, she was in fact nowhere near that island, and under most circumstances, would not have been within six or eight hundred miles of there. The Carleton's wonderful trip, however, gave the gossip-mongers an opportunity to say that something had gone wrong with her. Far to the contrary, no stancher ship than the Carleton has entered the harbor in many months. The Foong Suey is an iron vessel which met with few incidents on the long voyage around the Horn. She is a fine appearing vessel and came into the harbor shortly for the Sound.

Trouble on the Czarina.

About twenty of the non-union stevedores employed by John D. Spreckels on the wharf of the Oceanic Steamship Company were put on board the steamer Czarina, which is owned by Mr. Spreckels, to discharge her cargo of coal, says the Examiner of August 16. The Czarina came into port two or three days after the strike was first declared. As soon as she got alongside of handler's bunkers, at Green-street wharf, where her cargo was to be unloaded, her crew left her. She has lain at the wharf since then with her hatches untouched. Not until yesterday was an effort made to discharge her. There was no trouble in putting the stevedores aboard the collier. They lifted off the hatches and shovels were distributed among them. Then a call was made for buckets to haul the coal up out of the hold to the bunkers, but no buckets moved. The hoisting engineers, who belong to a union that is affiliated with the City Front Federation, refused to work if the buckets were loaded by non-union stevedores. There were plenty of men to take the places of the union hoisting engineers and it required little persuasion to gain their consent to work. Buckets were swung out and lowered into the hold of the steamer. One of them was loaded and the engine was started to hoist it. There was a rumble. The engine turned over once or twice, then something snapped. The hoisting machinery had given out. Nobody knew how the accident happened, but the damage was such that several days will be required to make repairs. Until the engines are in working order the coal will remain in the hold of the Czarina. Mr. Spreckels' non-union employees were taken back to the Oceanic wharf and the hatches were put back on the steamer.

Stopped a Knife Play.

A subject was saved from the corner yesterday afternoon by the prompt action of waterfront Policeman McCready. The latter in making a round of the docks got into the near vicinity of the Pacific Mail dock without being seen by the sentries of the crap players who were there holding forth. As McCready entered the large gates his attention was attracted by a commotion in a group of men who were squatting around a circle wherein the dice had been thrown. Angry words were heard, and as McCready made a rush at the crowd, two of them arose and clinched. One was a Hawaiian, and the other a negro soldier from the transport Meade. The latter thrust his right hand into his trouser's pocket, drew forth a large jackknife, which he opened and thrust at the native. McCready grabbed the soldier, and the native at once ran. The knife was taken away, and at the suggestion of one of the army officers the soldier was taken aboard the transport. The native, who seemed to be pursued by an unlucky star, was arrested for playing craps and taken to the station house. Now that soldiers, and especially those of color, are once more in port, the crap shooting along the waterfront is again at white heat, and the harbor police are having a hard time of it scattering the players. It is seldom, however, that arrests can be made on account of the elaborate spotting system in vogue to announce the coming of the men with the stars.

Raising Freight Rates.

It is common report that the Wilder Steamship Company and the Inter-Island Steam Navigation Company are soon to arrange a new schedule of freight rates which will be higher than that now in operation. The cause for the contemplated change is the alleged poor business of the companies for several months past, which, recently brought about the proposition for a combine. Several of the largest shippers have been consulted relative to the proposed change. Some of them said that rather than submit to a higher schedule of freight rates between local ports, they would ship direct from outside ports to the ports of entry on the other Islands, and thus obviate the necessity of dealing with the trust. The managers of the companies, on the other hand, say they have clearly demonstrated to the shippers that under the present conditions, and under American shipping laws the expenses of maintenance have increased, wages have had a tendency to rise, and the carrying capacity of several steamers has been materially reduced, thus cutting off much of their accustomed earnings. Hence the need of higher freight rates.

Shipping Notes

Ballast was being taken into the St. Nicholas yesterday.

The ship Henry Villard was taking in ballast yesterday preparatory to sailing to the Sound.

Scrap iron ballast is being taken on by the schooner F. S. Redfield, which leaves shortly for the Sound.

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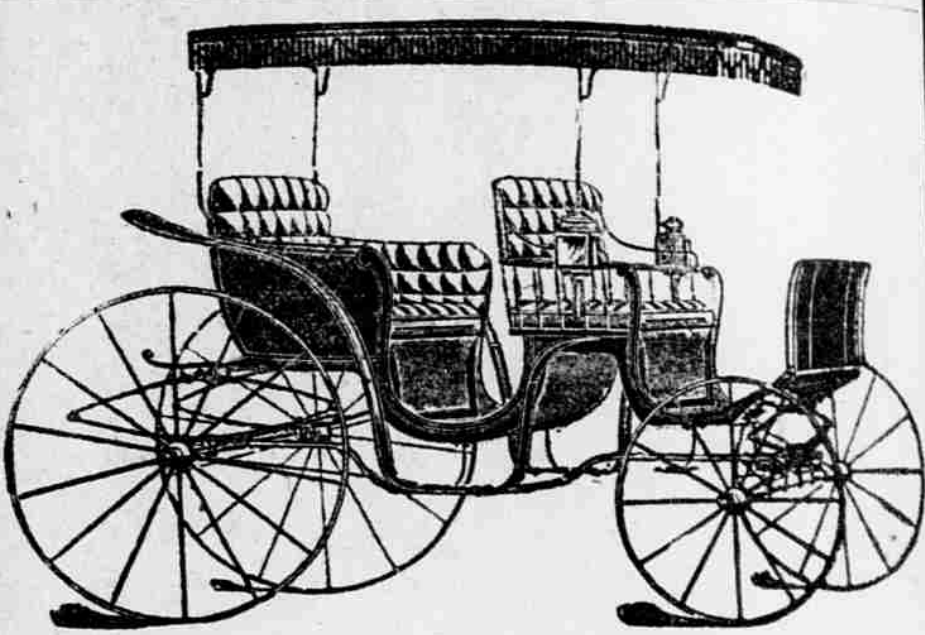
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